

A Category Chairman shall be elected by the category members for a term of two (2) years.



2024-2025

OPC

**CHAIR CANDIDATE
BIOS & VISIONS**



BILL GOHR



SHERRON WINER



OPC CHAIRPERSON CANDIDATE - 2024

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BILL GOHR **Lake Villa, IL**

Bill Gohr entered the marine industry in 1973 as the only master technician at the Midwest's largest Evinrude dealer. In 1978, Gohr became involved with the OPC category, racing JP and SJ boats. To this day, he has had continuous involvement in both the consumer marine and OPC racing arenas.

Gohr first joined APBA in the early 1980s after meeting Ron Baker Sr. and becoming involved with the Mod VP class. He spent many years as a member of the Great Lakes Boat Club volunteering his time at races as an official.

Concurrently, Gohr was hired by OMC where he spent nearly 20 years in various capacities.

At OMC, he started in Corporate Service, and moved into many other areas of the company. As the liaison of Corporate Services, he became involved in many aspects of the company such as sales, parts and accessories, engineering, manufacturing, technical service, promotions and, of course, high performance and racing. Gohr has always been a member of APBA, doing his best to promote the sport.

While in sales, Gohr assisted by working with dealers in the field as well as product promotion.

As a parts and accessories agent, Gohr was involved in sales, promotions and the advancement of products including being a member of the propeller improvement team as well as working in the hydrodynamics engineering department.

Within the engineering department, Gohr was involved with engine and part failure analysis and discovering those resolutions. This blended in with his responsibilities working in the service and warranty departments. Simultaneously, Gohr worked closely with the technical literature team assisting with writing literature and procedures, and producing outboard service seminars in the U.S. and overseas.

Gohr was appointed by Duke Waldrop as the public contact for the OMC Performance Group as their high-performance specialist.

While assisting sales and promotions, Gohr managed many events such as the Bass Master Classic tournament and was solely in charge of the AWSA tournament water ski events. Gohr also was many times a guest on live radio shows in Chicago on WGN promoting new products and as the "tech answer-man" taking live, phone-in questions.

In the early 1990s, Gohr sat down Danny McManus as well as a couple other racers, and together created the APBA Outboard Drag category. Gohr and McManus supported this category for several years, after which Gohr again worked with McManus to introduce the Super Sport class. At the same time, Gohr worked with Fred Miller to introduce the SST classes and provided his expertise and technical assistance.

Gohr spent 34 years drag racing outboards, winning numerous championships with the NIDBA at Blarney Island, later becoming the vice president NIDBA in charge of outboard racing. Gohr competed in several APBA events, and in 2004 competed in the Champ class, finishing eighth in points and was Rookie of the Year. Unfortunately, Gohr was forced to end his racing career after a horrific crash in Pittsburgh in 2005.





OPC **2024 CATEGORY VISION** **BY: BILL GOHR**

During his time with APBA, Gohr has worn many hats. He's put many people on podiums, building engines for a countless number of members. Gohr has held several APBA positions, including OPC chairman.

Currently, Gohr believes that APBA and the OPC category have done what they believe needs to be done to keep the sport alive. However, OPC has failed to change with the times. This group is stuck in the past, and the "this is what we used to do" mentality must go. Our beloved rule book needs to be reviewed and updated. Old procedures and old thinking need to change while maintaining the integrity of our association. This sport has been treading water for too long.

- Bill Gohr



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SHERRON WINER

New Martinsville, WV

My life changed in 1986. That year, my new hometown (New Martinsville, WV) hosted an OPC race produced by IOGP with OPC race classes, and plenty of bells and whistles. Within a year, Sam (my partner) and I formed an APBA club and started what became the Powerboat Superleague series. 37 years later, with almost 200 individual events across the continental United States plus two foreign countries, I have not lost my passion for APBA-sanctioned racing. Along the way, two race boats were acquired and sold. Testing and tinkering were fine, but highly skilled drivers behind the controls (Wayne Hawkins and Jay Price became the pilots of the Westwind) meant places on the podium. However, as an official, I still watch with a slightly jealous eye – out there, on the water, flying across the surface... I know you are having far more fun.



Graduating with a degree from a fine arts college was an accomplished goal but I quickly learned that becoming the next Picasso was not going to happen. Paying the rent and buying food required a real job. Over the past years I have been, and in some cases continue to be, a copywriter, a television weather girl, a media logistics/traffic executive, a television producer, a radio show host (I hold an engineering license), a free-lance graphics designer, non-fiction writer, owner of LimeHouse Advertising, owner of Art of the Letter, and co-owner of Powerboat Superleague. As a volunteer, I have served as the Vice President of the local Chamber of Commerce and Past President of the downtown Business Association (now part of the Chamber). Sam and I developed RegattaFest (this is our 12th anniversary) and I have been the event's president for 10 of those years.

Within APBA, I have served as an OPC Commissioner under three different chairmen and acted as the secretary for two chairmen. Additionally, at the request of members during an APBA annual meeting, I developed the first Marketing and Promotional seminar. Fred Hauenstein gave up his allotted time for the hour's presentation, and Jean Mackay-Schwartz graciously offered her assistance. Together, Jean and I have written and produced several seminars, covering diverse marketing and media subjects for APBA. Sponsorship was found, a new award was developed, and the APBA Best Site Award continues to be a moment of personal satisfaction. The stronger the clubs and sanctioned events – the better the organization. Now known as Club Support, we continue to advise through the bi-monthly articles in Propeller – From HERE to THERE. Each one is written to bring insight into situations and issues confronting our clubs. The work has evolved, fueled by the belief that APBA's strength comes from within. I remain available for advice on sponsorship, media, and marketing to any APBA member or club at no cost. Members can see me in the officiating area usually as a referee, assistant referee, or risk manager (and earlier as a scorer).



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SHERRON WINER *continued*

Under my guidance as the OPC Chair, Rule #19 has been returned to our rulebook covering the necessary boat and motor standards for every OPC class. Scoring rule #11 has been updated and revised to give every driver the maximum opportunity to earn points for on-water performance. The Mercury APX engines are now an approved motor for competition. Safety rules continue to be examined and adjusted when necessary. The online logbook for boats has been initiated and a new committee, Promotional, has been added to the Commission. All disqualifications brought to my attention have been resolved through the efforts of the Motor Tech Committee. I am proud of working with the T Hawk Safety Fund administrators to fund on-site drug testing for any OPC sanctioned event. I am pleased with the Commission votes for two new efforts funded through the OPC Promotional Fund. Program 1 is designed to bring new members/officials into APBA and the OPC Category (the rebate program), and the co-op advertising program, initiative 2 helps cover the promotional costs for APBA sanctioned races featuring OPC classes. As your chairman, I have never missed a deadline for the category article in Propeller and during the annual meeting I had the pleasure of presenting drivers with US 1 and US 2 honors plus giving recognition to OPC members who have earned the Randy Tilton Award, the OPC Achievement Award, the OPC Best Site Award and on one occasion the Chairman's Award. All OPC annual meetings have been conducted using the APBA bylaws and Roberts Rules of Order. Yes, I have and use the power of the gavel making sure that all voices are heard, including requests that have come via emailed rule submission forms.

APBA, and the OPC Category, remain priorities. I look forward to the possibility of returning as the category chair and respectfully ask for your vote.



OPC **2024 CATEGORY VISION** **BY: SHERRON WINER**

Below, I have outlined what I believe are reasonable and achievable goals for the OPC Category. If elected to continue as the OPC Chairman, I will work to initiate the following critical items.

- 1. Improve Communication with OPC Members**
 - a. I initiated email blasts, but the number of informational pieces needs to be increased so all members are fully informed of the category's issues.
 - b. The OPC annual meeting agenda shall be shared with all OPC members.
 - c. The OPC Rule Submission Form will be used to track the status of requests.
- 2. Retain and Recruit OPC Membership** (using OPC Promotional funds)
 - a. Develop an OPC mentorship program and offer a current member a discount/rebate on the membership.
 - b. Offer a partial membership rebate when bringing a new OPC driver or OPC official to the category.
 - c. Partial membership rebate for you when your crew members join APBA.
- 3. Increased Promotion of OPC**
 - a. Add additional information weekly to the OPC Facebook page.
 - b. Encourage and solicit news from all OPC members for Facebook.
 - c. Continue the Advertising co-op program for APBA clubs, producing races and using advertising and promotional pieces featuring/mentioning APBA and OPC.
- 4. Revising the Rulebook**
 - a. The rulebook must be constantly reviewed and updated to remove and resolve conflicts.
 - b. The rules should be refined, making the regulations easier to understand. Archaic language should be corrected.
 - c. All safety standards must be reviewed.
 - d. The process of creating an electronic logbook must continue.
- 5. Build Better Partnerships with Our Suppliers**
 - a. Open communication lines covering needed parts and supply possibilities while ensuring that parts meet the specs.
 - b. Assist our suppliers in reaching our membership.
 - c. Change the current guidelines to streamline the legality process and requirements if necessary.
- 6. Bring OPC Classes into the Future**
 - a. Create a committee charged with developing a 2-year strategic plan, which will include current classes, introduction of new classes, and new technologies.

Each member should know that you will continue to have my undivided attention when you want to discuss a problem or if you have a reasonable solution to an issue or an idea for improvement. Open dialogue is critical to finding solutions and exploring new possibilities. All views are welcome, and diverse opinions will be accepted. Compromises will be necessary. Everything can and will often change. Working together, we are powerful. Collectively, we can grow, learn, evolve, and become better. Each of us must contribute more than we criticize. OPC's health and forward progress is a shared responsibility that belongs to each of us.